

TIES AND TIME CARDS

Headlight Flashes Seen Along the Lines of Montana Railroads.

IN CAB AND CABOOSE

Gossip For the Loyal Army of Railway Laborers in This State—Jolts and Jostles.

Lee Hisecock of Helena was killed while coupling cars on the Montana Central at Boulder Wednesday night.

Fred Eaton, who has been a conductor on the Oregon Short line for six years, is perhaps the youngest passenger conductor on the Union Pacific railroad.

Snowy Range Division, No. 235, order of Railway Conductors, gave a grand ball at Livingston on Tuesday evening. The affair was a decided social and financial success.

Tom Glassford, the popular young conductor who was transferred from the main line of the Northern Pacific system to the Idaho Central, has a large circle of friends whom he has made down in that region.

The contract for the construction of the transcontinental line of the Great Northern railroad, from the Puget sound to the summit of the Cascade mountains, has been let to Shepard, Henry & Co., and work is to begin as soon as the men and outfit can be put on the ground.

At a recent meeting of the division superintendents of the railway mail service, a resolution was adopted calling on the civil service commission to adopt a physical examination for applicants, as well as the mental examination that is now exacted.

One of the best known of the railway men in the Rocky Mountain region is Conductor Frank Prouty, who now is in charge of a train running from Elliston to Missoula. Frank has been in the business for years, and has a good record. He is jovial, obliging and honest and doesn't like Chinamen.

"Lord" Gowing, the genial conductor on the Rocky Mountain division of the Northern Pacific, has returned from a six-day's trip to the East. He went to Jackson, Mich., in charge of the remains of Fireman Needham, who was killed at Arlee, and extended his trip to Ohio and other points.

Mark Harrison, an employee of the Northern Pacific at Livingston, had his right foot badly smashed at Muir, Thursday, by a falling timber. He has been taken to the Missoula hospital for treatment. Charles Brooks, another employee of the company, was also severely injured the same day by jumping from the train at Clyde Park with a tool box in his hand.

The Helena Journal of Tuesday says: "L. J. Keyes, the popular ticket seller of the Union Pacific in this city, received a telegram Sunday conveying the sad intelligence of the death of his father at Washington, Ill., and the probably fatal illness of his mother. Mr. Keyes left for home on the next train. He has the heartfelt sympathy of a host of friends in this city in his affliction, and all hope that his mother's illness may not prove as serious as feared."

The Livingston Enterprise says: "Engine No. 225 was wrecked on the Cokedale branch Friday and is now in the shops for repairs. As is the custom when heavy trains are taken to Cokedale the train had been divided at the foot of the spur and Engineer Bethel had taken half of the cars up and was returning for the others when the rails spread and precipitated the engine over an embankment, smashing the cars to pieces and damaging the engine considerably. The engineer and firemen escaped by jumping."

The other day Tom Lee, Montana Union engineer, came back from a trip to his old home in the East. In his hurry to get back he forgot his valise, and wrote to have it sent on to him here. The joshers down at the round house got on to it, and they wrote a letter purporting to come from the hotel keeper. It said: "Mr. Lee, please send the money, as I can't use your corpulent pants." Tom was some time in discovering the joke.

"Doc" Connolly, the peanut fiend who dumps yellow-covered novels into the laps of Montana Union passengers between Butte and Garrison has earned the sobriquet of "Little Willie the Lion Slayer." His stories of early life at Miles. City has earned him this distinguished title. Willie tells of having killed two bull buffaloes with a club and slaying a Mountain lion that weighed 1,200 pounds. "I have shot 120 buffalo in one day," said he. "On one trip I had nine men skinning the dead that I left on the plain and along in the afternoon they all quit because I wouldn't provide them with rubber boots to wade in the blood."

THE BOYS AT MISSOULA.

Their Movements Talked About by the Inquisitive Kid Day.

MISSOULA, Dec. 13.—E. D. Fowler left on Monday for Jacksonville, Fla., where he will spend the winter. For some time past he has been an extra fireman. His acquaintances say that there are but few men in the country who understand air brakes better than he. He was formerly an instructor on one of the Westinghouse cars, that are sent over the various railroads, and held the position until his health became affected. He is said to have the offer of an excellent position with the Westinghouse people, which he may accept next spring.

It is said that no man connected with this division is the equal of J. G. Ames, the express agent, when it comes to shelling a hillyard. Ames, Jr., a few months old, is a pretty good boy, but he sometimes taxes all the old man's persuasive powers about bed time.

A. M. Otto, traveling auditor of the Northern Pacific Express company, was here in the early part of the week. Among other things he paid the First National bank \$2,000 lost in the express robbery near Mullin, Idaho. He left for Spokane on Wednesday night. When I see Mr. Otto I am reminded of his appearance on the evening of June 20, 1890. He was on the west-bound passenger train that was wrecked at Drummond. The sleepers jumped the track and a young girl, the daughter of an army surgeon near Spokane, was killed, and an old lady from Minnesota died a couple of days later from injuries received. Mr. Otto was in the car which suffered most and met with a very painful accident in the fracture of his left elbow. When I arrived at Bonita, where the unfortunate train was met, I saw Mr. Otto. His arm was fastened in splints and he was as white as a sheet. He came to the hospital and remained a number of weeks.

W. A. Hoblitzell of the superintendent's

office left on Tuesday for Baltimore, Md., to spend the holidays. His cousin, Bud Hoblitzell, sent so much love to the girls of his acquaintance in the Monumental City that Will was obliged to pack it in a trunk and pay excess baggage charges on it.

The Bitter Root train was held till 9:15 Tuesday evening to take up a carload of Marcus Daly's horses that arrived on No. 1.

Last week I mentioned the fact that the railroad men were raising money with which to buy a pair of artificial feet for Walter McDermott. W. S. Ely, who lost both feet at Arlee some time ago, is to be also remembered by his friends.

The rotary snow plow was sent down to the divide on the Coeur d'Alene branch on Wednesday. The track was cleared and the plow was brought back on Thursday.

Conductor Snedaker, who runs a passenger train between here and Helena, is laid up with rheumatism. Conductor Crandall, who has been an extra since Nos. 2 and 3 were laid off, is taking his place.

The old fire engine was taken from here on Wednesday to the Iron Ridge tunnel to be used in extinguishing the smoldering fire there. It did not prove a success, and was brought back on Thursday night.

More members of the Missoula Base Ball club are connected with the railroad than with any other concern. Ike Harpster, otherwise known as "Old Man" Harpster, the first base and change catcher, is in the freight office, as is also Jack Harkness, center field. George Bolles, who played right field early in the season, and "Kid" Harpster, who was an extra man, work in the shops. Snyder, who was shortstop early in the season, went to the Drummond & Phillipsburg branch to run an engine, and Harry Wallace, his successor in the team, is a brakeman. Border, the catcher, worked for the railroad a short time and so did O'Brien, the pitcher. Campbell, third base and change pitcher, is not a railroad man but he might as well be one, for his business requires him to spend much of his time at the freight office. Indeed, Captain Morin, second base, and Smith, left field, were the only men who were members throughout the season who were not connected in some way with the railroad.

Not long ago two women arrived from the East and stopped at the depot for a time. They were evidently mother and daughter. The daughter had a new trunk. She remarked that she bought it for \$3 in Missouri just before she left and it was getting all scratched up. Ed. Dowell, the clean-shaven divinity who presides over the destinies of people's baggage, commenced to rustle these trunks in his usual careful manner, when the elder woman remarked: "Say, I wish you would handle that trunk kinder careful. It's full of hickory nuts and I don't want them cracked." It was true, Dowell heard them rattle.

Conductor Preston is walking with a limp. A sprained ankle explains it. One of the railroad men kindly furnished me the following. I am not so fortunate as to enjoy the acquaintance of the happy people mentioned, but have no doubt that the information is entirely correct, as the man who gave it is noted as one of the most truthful men on the Rocky Mountain division: "Married on Friday morning at the Catholic church in Helena, Pete Layton, a popular Northern Pacific engineer of Helena, and Mrs. Biddy Murphy of Dundee, Scotland. Mr. and Mrs. Layton were the happiest pair that the sun ever shone upon as they were seen driving down Helena avenue in a two-wheeled donkey cart. All the boys on the division wish Pete all imaginable success, and he is sure to have it, though he does sometimes slip on a wet rail and lose his overalls."

The other day Will Hoblitzell sprang a photograph on Jim Burke which rather surprised him. Thereby hangs a tale. It was two or three months ago that three or four of us decided to run down to Frenchtown one Sunday afternoon and come back on the returning train. Burke and Hoblitzell were together. The crowd of us entered the express car before it was locked on leaving the station; and, as none of us were robbers, express or otherwise, the messenger did not make much of an effort to put us out. John Dinnen was conductor on the train and when he came to Burke, the gay dispatcher, pulled out of his pocket the corner of a photograph on which some figures were written in lead pencil. Something must have been wrong with Jim or he never would have done it. From what happened later I was led to believe that he had received a disagreeable letter from one of his old girls back in Lorain county, Ohio. The idea of running a bluff on John Dinnen was preposterous. As was anticipated Dinnen refused to accept the so-called pass and prepared to put Jim off the train. He said he would rather lose a month's salary than be beaten in that way. The messenger, who was hard at work and had his coat off, had the handle of a pretty Smith & Wesson protruding from his hip pocket and Burke saw it. He immediately pulled the gun and a change came. Dinnen was bluffed. He had never intended to put the dispatcher off the train. He would rather pay the fare to Frenchtown and back than have a word of trouble with his dear friend. It was a regular David and Jonathan scene. While all this was going on, Hoblitzell was taking views with a kodak on the rear platform. Down at Frenchtown these two men fixed up an elegant scheme. A woman was to be the victim. That is what makes me think Jim had a grudge against some representative of the gentler sex. They would catch a picture of the handsome lady agent at De Smet. Jim would engage her in conversation. Of course, she would be so charmed with his talk that she would pay no attention to Hoblitzell, who would get a convenient position, and as the train was pulling out and Jim was out of the way, would snap the machine and have the much-coveted picture. The scheme worked splendidly. Jim talked, the lady was charmed. Hoblitzell got his position, but he took the picture too soon, and Jim was "in it." When the picture came back from the East it represented not only the agent, but Mr. Burke making a courtly bow and just replacing on his beautiful locks his little hat, also the rear view of two dentists of the De Smet, who were not instructed to be in it. Jim was the happiest man in town when he saw it. He does not often get a chance to have his picture taken in such excellent company.

Last Wednesday Conductor Carter of the Idaho division had an interesting experience on train No. 4 shortly before entering Hope. A discharged convict from the Walla Walla penitentiary was on the train, and when the conductor asked for his ticket he said he had none. When cash fare was demanded he pulled a revolver and said he would not pay. The conductor got him into the baggage car, where he and

the baggage master took the gun away from him and made him "dig up."

The promotion of Conductor Charles H. Connor to be trainmaster on the Mountain district between Helena and Elliston, is a merited reward for faithful and efficient service.

One night last week E. D. Burge, a brakeman, jumped from the rear end of a caboose into a cattle car near the Mullen tunnel and bruised himself very badly. Conductor Frank Prouty brought him in to the hospital, where he remained for a short time. He was reported to be out on Friday.

Frank Hanna went to Lothrop on Saturday morning to examine some ties.

It is reported that every frog in the yards here has been blocked since the sudden death of Switchman George P. Talbot, who on Friday morning caught his foot in an unblocked frog and was run down by moving cars.

THE CALL BOY.

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—TIME SCHEDULE—

ARRIVE AT BUTTE.

No. 105, Bozeman express, 2:30 p. m.
No. 106, "Pony" express, 8:45 p. m.
No. 106, From the West (daily), 6:55 p. m.
Missoula and Helena express, 12:10 p. m.

DEPART FROM BUTTE.

No. 1, Pacific mail, 2:30 p. m.
No. 105, Bozeman express, 7:00 p. m.
No. 106, "Pony" express, 7:50 a. m.
Missoula and Helena express, 7:50 a. m.

Bozeman express arrives and leaves from Northern Pacific depot, No. 1, east bound, arrives and leaves from Montana Union depot, has through sleeper for St. Paul and Chicago. No. 3, departs from Montana Union depot at 2:30 p. m., has through sleeper for Tacoma and Portland. Nos. 1 and 4 carry local mail.

For Rates, Maps, Time Tables or Special Information apply to any agent, Northern Pacific railroad.

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11:30 a. m.	Helena local.	2:30 p. m.

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